63d Congress, 2d Session. | HOUSE OF REPRESENTATIVES. | Document No. 796.

TILGHMAN ISLAND HARBOR, MD.

LETTER

FROM

THE SECRETARY OF WAR,

TRANSMITTING,

WITH A LETTER FROM THE CHIEF OF ENGINEERS, REPORTS ON PRELIMINARY EXAMINATION AND PLAN AND ESTIMATE OF COST OF IMPROVEMENT OF TILGHMAN ISLAND HARBOR, MD., WITH A VIEW TO A MODIFICATION OF THE EXISTING PROJECT.

February 26, 1914.—Referred to the Committee on Rivers and Harbors and ordered to be printed, with illustration.

War Department,
Washington, February 25, 1914.

The Speaker of the House of Representatives.

Sir: I have the honor to transmit herewith a letter from the Acting Chief of Engineers, United States Army, dated 24th instant, together with copies of reports from Col. Lansing H. Beach, Corps of Engineers, dated January 3 and January 30, 1914, with map, on preliminary examination and plan and estimate of cost of improvement, respectively, of Tilghman Island Harbor, Md., made by him in compliance with the provisions of the river and harbor act approved March 4, 1913.

Very respectfully,

Lindley M. Garrison,
Secretary of War.

War Department,
Office of the Chief of Engineers,
Washington, February 24, 1914.

From: The Chief of Engineers, United States Army.
To: The Secretary of War.
Subject: Preliminary examination and plan and estimate of cost of improvement of Tilghman Island Harbor, Md.

1. There are submitted herewith, for transmission to Congress, reports dated January 3 and January 30, 1914, with map, by Col.

Lansing H. Beach, Corps of Engineers, on preliminary examination and plan and estimate of cost of improvement, respectively, of Tilghman Island Harbor, Md., with a view to a modification of the existing project, authorized by the river and harbor act approved March 4, 1913.

2. The existing project for improvement of the locality, adopted by the act approved July 25, 1912, provides for dredging an anchorage basin 10 feet deep, 300 feet wide, and 700 feet long to the northward of the steamboat wharf, at an estimated cost of $7,820, the full amount of which was appropriated by said act. It appears, since the appropriation was made, that the location of the basin as proposed is not satisfactory to the people of the locality, and one is desired that will give a greater degree of shelter. A basin located behind the land approaches to the wharves will provide the desired protection, and if the depth be made 8 feet instead of 10 feet, the district officer estimates that it can be accomplished for $7,790, which is the amount on hand from the appropriation made for the existing project. Local interests state that a depth of 8 feet will be sufficient to accommodate the small vessels which will seek the harbor, and in view of the circumstances the district officer recommends that the present project be abandoned, and a new one adopted for an anchorage basin 8 feet deep, located as shown upon the accompanying map. The division engineer concurs in the views and recommendations of the district officer.

3. These reports have been referred, as required by law, to the Board of Engineers for Rivers and Harbors, and attention is invited to its report herewith, dated February 11, 1914, concurring with the views of the district officer and the division engineer.

4. I concur with the views of the district officer, the division engineer, and the Board of Engineers for Rivers and Harbors, that it is advisable to modify the existing project for improvement of Tilghman Island Harbor so as to substitute for the 10-foot anchorage basin, an anchorage basin 8 feet in depth, approximately of the dimensions proposed by the district officer, as shown on accompanying map, at an estimated cost of $7,790. This amount is now on hand and it is recommended that it be made available for the modified project herein proposed.

EDW. BURR,
Colonel, Corps of Engineers,
Acting Chief of Engineers.

REPORT OF THE BOARD OF ENGINEERS FOR RIVERS AND HARBORS ON PLAN AND ESTIMATE OF COST OF IMPROVEMENT.

[Third indorsement.]

BOARD OF ENGINEERS FOR RIVERS AND HARBORS,
February 11, 1914.

To the CHIEF OF ENGINEERS, UNITED STATES ARMY:

1. This is a report of preliminary examination and estimate of Tilghman Island Harbor, Md., with a view to a modification of the existing project.

2. The river and harbor act of July 25, 1912, adopted the existing project for the improvement of this harbor, which provides for the

dredging of an anchorage basin 10 feet deep, 300 feet wide, and 700 feet long to the northward of the steamboat wharf, at an estimated cost of $7,820, as shown in House Document No. 400, Sixty-second Congress, second session. The location of the basin as proposed is somewhat exposed to south and southeasterly storms, and it has been found since the adoption of the project that it is not satisfactory to those most concerned.

3. The district officer states that what is actually desired is a modification of the adopted project so that the anchorage basin will lie behind the approaches from the shore to the wharves, which will serve as breakwaters against south and southeasterly storms. It has also been found that the depth of 10 feet proposed is greater than necessary, and a depth of 8 feet is now asked, with a corresponding enlargement of the basin.

4. The district officer presents a plan on the accompanying map of the basin now desired, the dimensions being approximately those which can be obtained by the expenditure of the present available funds, $7,790. He recommends that the present project be abandoned and a new one adopted as above. In this view the division engineer concurs.

5. It appears that the plan now proposed will better meet the needs of the locality, and therefore the board recommends, in concurrence with the views of the district officer and the division engineer, a modification of the existing project so as to provide an anchorage basin 8 feet in depth, approximately of the dimensions proposed by the district officer and shown on the accompanying map, at an estimated cost of $7,790. The funds necessary for the work are in hand and no further appropriation will be required. No estimate for maintenance is given, but the district officer states in the original report that it would be nominal.

6. In compliance with law, the board reports that there are no questions of terminal facilities, water power, or other subjects so related to the project proposed that they may be coordinated therewith to lessen the cost and compensate the Government for expenditures made in the interests of navigation.

For the board:

Frederic V. Abbot,
Colonel, Corps of Engineers,
Senior Member Present.

PRELIMINARY EXAMINATION OF TILGHMAN ISLAND HARBOR, MD.

United States Engineer Office,
Baltimore, Md., January 3, 1914.

From: The District Engineer Officer.
To: The Chief of Engineers, United States Army
(Through the Division Engineer).
Subject: Preliminary examination of Tilghman Island Harbor, Md.

1. In compliance with Department letter of March 18, 1913, the following report is submitted on the preliminary examination of Tilghman Island Harbor, Md., with a view to a modification of the existing project, as provided for in the river and harbor act of March 4, 1913.

2. Tilghman Island Harbor, also called Dogwood Harbor, is at Avalon, Tilghman Island, Md. This island is a strip of land, about 1 mile wide by 3 miles long, between Chesapeake Bay and the Choptank River, on the Eastern Shore of Maryland. The population of the locality is 1,500, and there are 21 general stores, 5 oyster houses, 3 blacksmith shops, and 1 bakery. There are no manufacturing plants. Some wheat, corn, tomatoes, and potatoes are produced, but the principal occupation of the inhabitants is fishing, oystering, and crabbing. There are six wharves, one used exclusively by the Baltimore, Chesapeake & Atlantic Railway Co.; one used by the Eastern Shore Development Steamship Co., and four, at the oyster houses, used exclusively by the private interests owning them. They are sufficient to accommodate the commerce of the locality. The four oyster-house wharves are equipped with small cranes for unloading vessels, and all, excepting that used by the Eastern Shore Development Steamship Co., have frame warehouses on them.

3. The steam packets of the Baltimore, Chesapeake & Atlantic Railway Co., of about 800 net tons and a maximum draft of between 7 and 8 feet, make six trips each way weekly between Baltimore and Avalon, and there is a gasoline vessel operated by the Eastern Shore Development Steamship Co. between Avalon, Oxford, and Cambridge. In addition, there are said to be 65 vessels of an average draft of 8 feet and an aggregate tonnage of 3,250; 100 gasoline boats under 5 tons, and 10 with an average tonnage of 45 and draft of 7 feet, using this harbor. The nearest railway station is at McDaniel, 10 miles distant.

4. The incoming and outgoing commerce of the locality, which is general and entirely by water, is given as follows:

	Tons.	Value.
Salt	115	$635
Oyster shells	8,880	9,380
Anthracite coal	1,181	8,128
Bituminous coal	56	300
Cordwood	114	275
Cases of empty cans	380	19,000
Cases of canned goods	1,530	73,000
Hard crabs	25	1,000
Salt fish	521	11,950
Oysters	7,300	97,500
Fish	100	14,000
General merchandise	4,600	460,000
Lumber	95	2,850
Agricultural products	1,000	40,000
Poultry and live stock	40	8,000
	25,937	746,018

6,000 passengers were also carried.

5. This locality was the subject of an examination and survey, made in the latter part of 1910 and the fore part of 1911, which resulted in an appropriation by Congress of $7,820 for the improvement, in the river and harbor act of July 25, 1912. The result of this preliminary examination and survey is given in House Document No. 400, Sixty-second Congress, second session. In that report the district officer recommended:

> An anchorage basin 10 feet deep extending from the 10-foot contour near the steamboat wharf for a distance of 1,000 feet northerly from the wharf, 300 feet wide in front of the steamboat wharf, and 100 feet wide at the upper end, with side slopes of sufficient flatness to insure some degree of permanence.

The Board of Engineers for Rivers and Harbors in passing upon the ase has expressed itself as follows:

The board concurs with the district officer and the division engineer in the opinion ıat commensurate returns to commerce and navigation will be realized from the onstruction of an anchorage basin at this harbor, but it believes that it will be advan- ıgeous to modify the form of the proposed basin by omitting about 300 feet of the ortherly end, retaining the westerly line, as shown, for a distance of about 700 feet ortherly from the steamboat wharf and giving the basin a uniform width of 300 feet ıroughout.

It appears since the appropriation has been made that neither is atisfactory to the people of the locality, nor does either answer the urpose for which the original request for preliminary examination nd survey was made.

6. What is actually desired is the establishment of a harbor in which he fishing fleet and other small boats can obtain some degree of shelter. 'he two basins proposed by the district officer and Board of Engineers or Rivers and Harbors are both exposed to south and southeasterly torms, and a basin is desired which will lie behind the approaches o the wharves, which will in this way serve as breakwaters. It is elieved that this result can be accomplished in satisfactory manner vith the funds already in hand. The people state that a depth of 8 eet will be sufficient to accommodate the small vessels which will eek the harbor, and that they would prefer the depth of 8 feet, with consequently somewhat greater area, than a depth of 10 feet.

7. The locality is regarded as worthy of improvement in the manner lesired, and authority is requested to submit map and plan for the mprovement. There will be no further expenses connected with ubmitting this map and estimate of cost than that for preparing the nap from data already on hand, which will amount to probably $10.

8. There are no questions of water power development or land eclamation that could be considered in conjunction with an improve- nent of this waterway.

9. A sketch map[1] of the locality, taken from a coast survey chart, ccompanies this report.

LANSING H. BEACH,
Colonel, Corps of Engineers.

[First indorsement.]

OFFICE OF DIVISION ENGINEER,
EASTERN DIVISION,
New York City, January 5, 1914.

To the Chief of Engineers:

Concurring in the views and recommendation of the district officer.

W. M. BLACK,
Colonel, Corps of Engineers.

[Third indorsement.]

THE BOARD OF ENGINEERS FOR RIVERS AND HARBORS,
January 13, 1914.

To the CHIEF OF ENGINEERS, UNITED STATES ARMY:

For reasons stated herein, the board concurs with the district officer and the division engineer in recommending a plan and esti-

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[1] Not printed.

mate in order to determine the advisability of modifying the project of improvement.

For the board:

FREDERIC V. ABBOT,
Colonel, Corps of Engineers,
Senior Member Present.

PLAN AND ESTIMATE OF COST OF IMPROVEMENT OF TILGHMAN ISLAND HARBOR, MD.

UNITED STATES ENGINEER OFFICE,
Baltimore, Md., January 30, 1914.

From: The District Engineer Officer.
To: The Chief of Engineers United States Army
(Through the Division Engineer).
Subject: Plan and estimate of cost of improvement of Tilghman Island Harbor, Md.

1. In compliance with department letter of January 19, 1914, the following report, with plan and estimate, for an anchorage basin at Tilghman Island Harbor, Md., with a view to a modification of the existing project, is submitted.

2. As stated in the report on preliminary examination, what is actually desired by local interests is a modification of the adopted project so that the anchorage basin will lie behind the approaches from the shore to the wharves, which will serve as breakwaters against south and southeasterly storms; also a reduction to a depth of 8 feet, which will permit a somewhat larger basin than could be obtained with a 10-foot depth at the same locality.

3. Allowing for an excess depth of 1 foot, the making of an anchorage basin, as shown on accompanying map, would require the removal of—

34,000 cubic yards (scow measurement) of mud and sand, at 20 cents	$6, 800
To which, adding for engineering, superintendence, and contingencies	990
Gives a total estimated cost of	7, 790

which is the amount on hand from an appropriation in the river and harbor act of July 25, 1912, for the adopted project now wanted modified. The basin shown on the map is that which can be procured at the estimated cost of 20 cents per cubic yard for dredging. Should the price be less, the area of the basin which can be obtained will be correspondingly larger. For this reason the dimensions shown should be regarded as approximate only, indicating the general position and shape of the basin, leaving the actual boundaries to be determined after the receipt of bids for doing the work.

4. The cost of maintenance will probably be nominal. The full cost of the improvement has already been appropriated and is now available.

5. A contract for the dredging of the adopted project was in force with the Maryland Dredging & Contracting Co. when the new preliminary examination was ordered, but was abrogated by authority of the Chief of Engineers and the consent of the contractor.

6. Nothing further bearing on the merits of the case, in addition to the facts given in the report on preliminary examination, has developed.

7. As stated in the preliminary examination report, there are no questions of terminal facilities, water power, or other subjects so related to the proposed improvement as to be considered in connection therewith to lessen its cost.

8. It is recommended that the present project be abandoned and a new one adopted for an anchorage basin at Tilghman Island Harbor, Md., as shown on the map.

LANSING H. BEACH,
Colonel, Corps of Engineers.

[First indorsement.]

OFFICE OF DIVISION ENGINEER,
EASTERN DIVISION,
New York City, February 2, 1914.

To the Chief of Engineers:

Concurring in the views and recommendation of the district officer.

W. M. BLACK,
Colonel, Corps of Engineers.

[For report of the Board of Engineers for Rivers and Harbors on plan and estimate of cost of improvement see p. 2.]

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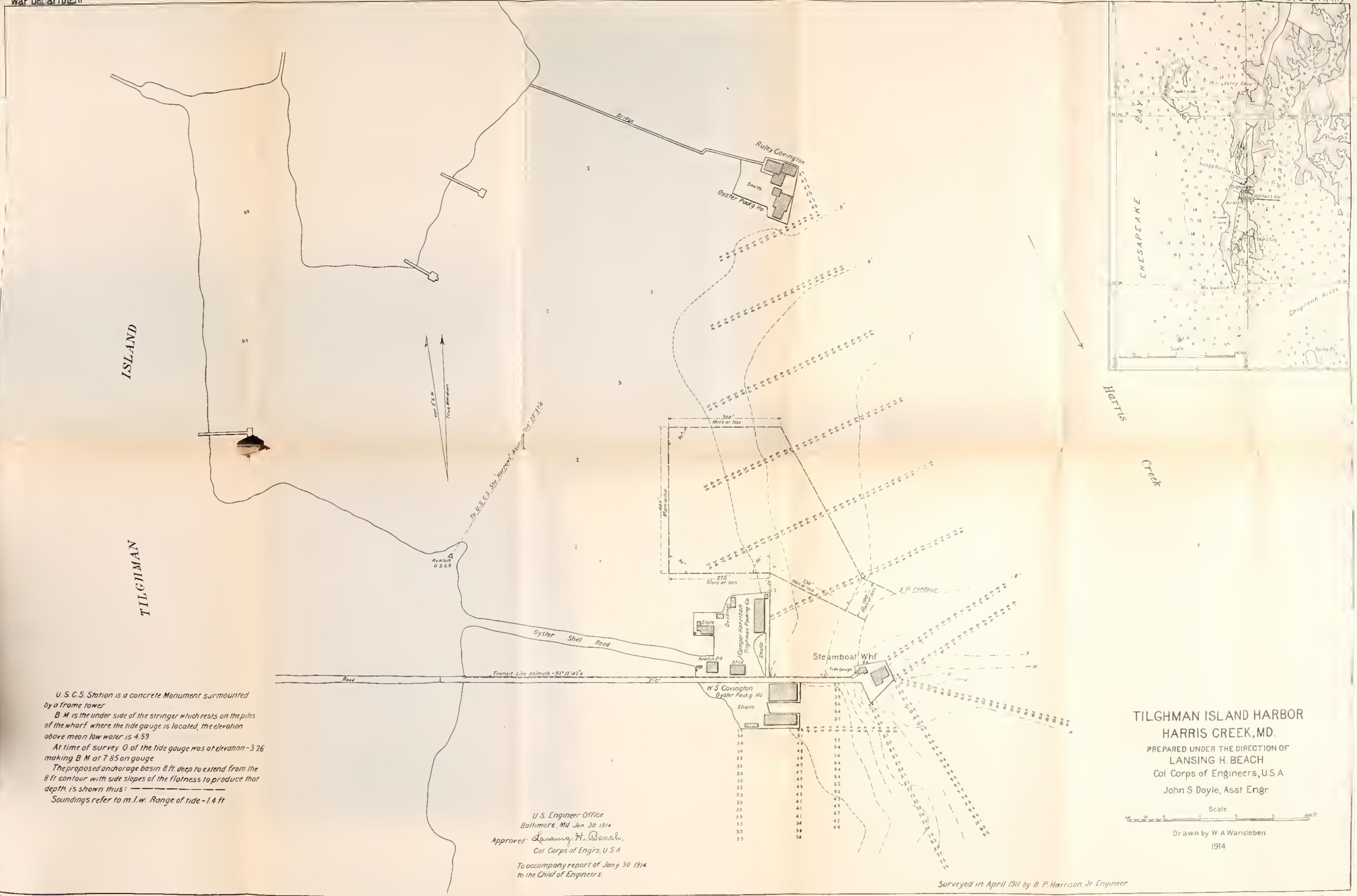
TILGHMAN ISLAND HARBOR
HARRIS CREEK, MD.
PREPARED UNDER THE DIRECTION OF
LANSING H. BEACH
Col Corps of Engineers, U.S A
John S Doyle, Asst Engr
Scale
400 ft
Drawn by W A Wansleben
1914
TILGHMAN
ISLAND
Harris
Creek
Bridge
Ruley Covington
Shells
Oyster Packg Ho.
300' More or less
400' More or less
275' More or less
230' More or less
8 ft contour
Oyster
Shell
Road
Avalon U.S.C.S.
To U.S.C.S. Sta "Narrows"
Transit Line Azimuth - 92° 12' 42.4
Road
Pier
Avalon P.O.
Store
Camper Harrison Tilghman Packing Co
Shells
Steamboat Whf
Tide Gauge
W S Covington Oyster Packg Ho
Shells
True Meridian
CHESAPEAKE
BAY
Choptank River
U.S.C.S. Station is a concrete Monument surmounted by a frome tower
B M is the under side of the stringer which rests on the piles of the whorf where the tide gauge is located, the elevation above meon low woter is 4.59
At time of survey 0 of the tide gauge wos ot elevation -3 26 making B M at 7 85 on gouge
The proposed anchorage basin 8 ft. deep to extend from the 8 ft contour with side slopes of the flotness to produce thot depth is shown thus: ————————
Soundings refer to m.l.w. Range of tide - 1.4 ft
U S. Engineer Office
Baltimore, Md Jan 30 1914
Approved: Lansing H. Beach.
Col Corps of Engrs. U S A
To occompany report of Jany 30 1914 to the Chief of Engineers.
Surveyed in April 1911 by B. P. Harrison, Jr Engineer